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NOTICE TO CORRESPONDENTS.

Our communications relating to the new census should be sent to the Editor. Correspondents must forward their names and addresses. All communications addressed to the Editor, and for publication, but no evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Letters for the Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed. Lieters. P.O. Box, 33. Telephone No. 12.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 18th SEPTEMBER, 1903

THE twelfth section of Article VIII of the British Commercial Treaty of 1902 with China, commonly known as the MACKAY Treaty, begins as follows:—"The Chinese Government agree to open to foreign trade on the same footing as the places opened to foreign trade by the Treaties of Nanking and Tientsin, the following places, namely:—Changsha in Hunan; Wahnien in Szechuen; Ninghsien in Anhwei; Waichow in Kwangtung; and Koyngmoon in Kwangtung." Writing in July, 1902, soon after the announcement of this clause in Sir JAMES MACKAY'S treaty, we expressed the satisfaction that must be felt at the opening of five new ports, and particularly pointed out that Waichow was an important addition. Now we learn, on very good authority, that while arrangements are already being made to open the other places, including Koyngmoon on the West River, it is not intended that Waichow shall be thrown open. The opposition of the Chinese officials has prevailed, and apparently the feeling on the British side is one of indifference merely. If this is true, a great error is being made, and the Hongkong Government is neglecting its duty in allowing a splendid opportunity to be lost to the Colony of opening up the territory at the back of Mirs Bay. The question concerns us in Hongkong more than any one else, and we cannot understand how the local authorities can remain idle and see the British Government consent to surrender a most important privilege promised by China, which should have very largely contributed to the expansion of our trade on the mainland. Hongkong is menaced in the future by the establishment of a railway

terminus at Whampoa, which might do no small damage to this Colony's interests. Yet it is proposed now to neglect a magnificent chance of increasing our at present unrivalled ascendancy in the trade of Kwangtung.

Waichow is a town hardly known at all to Europeans, and it is not possible to obtain accurate information about its actual size and population. It is, however, a Prefectural city, the capital of ten districts which include all the country round, without actually touching Mirs Bay, while they reach the sea at Bias Bay and stretch to the North and West of Kwangtung. It is built on the East River at the junction with the Tamshui River, which is comparatively small but is navigable by small craft as far as the market town of Tamshui, only some twenty-five miles distant from Mirs Bay. Across the Tamshui, Waichow is joined by a permanent bridge of boats to Kwaishin, an imposing-looking walled city. Waichow itself is an important garrison town. Were Waichow and Kwaishin to be opened, it seems hardly probable that trade could proceed by the East River, the route being too long, and the East River, though a fine and broad stream, being too shallow for any but native craft drawing very little water. No steam launch can get higher than Shekloung or Tungkun, and then only at high-water seasons of the year. It would never be possible to communicate between Hongkong and Waichow by steamer, and the distance would be about 150 miles. By land, on the other hand, Waichow is only fifty miles distant from Mirs Bay, and the present roads are excellent for China, as those who have travelled on them can testify. On horseback the journey is easy, and it could be accomplished on bicycle without much distress. Between Waichow and Canton there is no roadworthy of the name, the trade from Canton therefore stopping at Shekloung or Tungkun and being conducted thence to Waichow in shallow-draught native boats. This fact accounts for Waichow being at present quite overshadowed commercially by Shekloung and Tungkun, which deal with Canton and supply both Waichow and the whole prefecture with all they require, except for a small quantity of goods which pass in through the Imperial Maritime Customs stations at Mirs Bay. All ordinary foreign imports, such as cotton, oil, matches, etc., now go through Shekloung, which is also the medium through which a fair amount of rice, sugar, timber, etc., is exported to Canton. If Waichow, however, were joined to Kowloon, it would from its position become the natural distributing-centre for the whole of the East River and right up to the borders of Kiangsi, whither the Waichow prefecture extends. At present the inconvenience of communication between Waichow and the outside world are so great that its trade is comparatively small for the large portion of Kwangtung province which it represents. The difficulty of joining Waichow to Kowloon is not worth mentioning. As we have already said, the existing road is excellent; indeed it is the best in the province. Starting from Mirs Bay, it crosses the plateau at the back and descends to a plain reaching the entire distance to the East River. There is no water to cross, no hill to tunnel, and the surrounding country is rich, fertile, and well-populated throughout. We have repeatedly advocated in the past the prosecution of the Kowloon-Canton railway scheme, but the concessionaries obviously have no intention of hastening to take up their rights. Such a line, though on the more mountainous side of Kowloon, should not offer many difficulties to engineers. But a line from Kowloon to Waichow would be infinitely easier. Whether it would be feasible in the future to carry such a line to Swatow we cannot say. Waichow itself, however, as an objective should be sufficiently tempting, if only for the sake of the benefits which must accrue to the Colony from the opening up of the hinterland, quite unexploited so far, and bringing a new and vigorous labour-supply to Hongkong. Up to very recent times we have not felt the dearth of the latter, but it requires only a slight acquaintance with the labour-market now to know that this is no longer so.

(To be continued.)

We little thought, when writing yesterday of burglaries in this Colony, that the most audacious case of robbery by daylight that has ever occurred in Hongkong would have to be recorded in our next issue. In another column to-day may be read the account of a most astonishingly barefaced act of robbery at 18, Bellios Terrace, on Wednesday afternoon. In connection with this case, we desire to call particular attention to the last paragraph but one in our report, which states that some time ago Miss BATHMAN, the victim of this latest outrage, was robbed by a house-boy of \$80. The thief escaped on that occasion, although Miss BATHMAN was able to inform the Police what he was like, and where he lived on the mainland.

On the present occasion neither the victim nor her amah recognised any of the gang. It is obvious, however, that the perpetrators of the outrage had prepared the whole course of proceedings beforehand, and were well acquainted with their ground of operations. It would seem hardly credible that a gang of six men (for there seem to have been at least so many concerned) should be able, in broad daylight and in so frequented a neighbourhood as Bellios Terrace, to carry through successfully a crime of this nature. But such is the case. The Police may be trusted to use their best endeavours to bring the guilty to justice; but it is evident that the Colony at the present moment is swarming with dishonest rogues, no small number of them in the guise of "boys" and other servants, and that both the system by which we obtain our servants at present and the control of the authorities over the ingress of bad characters are utterly inadequate.

Regimental Aquatic Sports will be held at the V.R.C. Kowloon, on Tuesday, the 22nd inst. By the courtesy of the Captain, the Postmaster-General was yesterday able to forward mails for Japan by H.M.S. *Leesthaan*.

We understand that Sergeant Brimble has been dismissed from the Police. In view of the fact that he has just been acquitted of manslaughter, it would be interesting to know why.

Sir H. S. Wilkinson, Chief Justice of H.B.M.'s Supreme Court in China and Corea, is expected to return to Shanghai on the 26th inst., when Mr. H. F. King, the acting Assistant Judge, will return to his former post of Consul in Hangchow.

Our Portuguese weekly contemporary *O Patriota*, of the 16th instant, reproduced a paragraph from the *Correio Nacional*, in which it was stated that it is rumored that the present Governor of Macao, Colonel Arnaldo de Novais, will succeed General Galhardo as Governor of Portuguese India.

At the Legislative Council meeting yesterday a despatch was laid on the table from Rt. Hon. J. Chamberlain approving of Sir Henry Blake's proposal to make provision in the 1904 Estimates for levelling and laying out the portion of T'apingshan which is still uninhabited upon as a public garden.

By kind permission of Major Radcliffe and officers, the Band of the 3rd Burma Infantry will play the following programme of music at the King Edward Hotel during dinner to-day (weather permitting):—
March..... "Gladiator"..... Sousa
Overture..... "Margherita d'Anjou"..... Meyerbeer
Selection..... "The Runaway Girl"..... Ivan Caryll
Romance..... "Clair de Lune"..... Debussy
Selection..... "Flower"..... Louis Stewart
Waltz..... "Ermine"..... Louis Stewart
Dance..... "Slavonic"..... Dvorak
Dance..... "God Save the King".....

Missionaries and missionaries' families appear to have been enjoying themselves further north this year. The following is from a Shanghai contemporary:—"The summer which is just drawing to a close has been a very happy one for the children at Kuling. They have had all-day picnics, swimming parties, ping-pong and tennis, to say nothing of birthday parties and sports. Kuling is certainly God's greatest gift to the children of central China, and don't the children enjoy it. Walk down the valley any fine afternoon (and our fine afternoons are numerous, whatever Mr. Chamberlain may say) and you can feast your eyes on hills, lovely happy, healthy babies, you can see the babe of a month dozed out in all the finery of a first baby, the toddler of a year, in fact all kinds of babies.

The new Viceroy's appointment of Admiral Alexioff is hailed with satisfaction at Odessa. It is generally considered that it marks the beginning of a new era of prosperity for those territories. "The endowment of Admiral Alexioff with exceptionally ample powers is favourably commented on, since, without circuitous references to the various central Ministries in St. Petersburg, he will be able to act swiftly on the spot and on his own initiative and risk according to the necessities of the situation at the moment. The authority given to the new Viceroy to maintain order in the regions served by the Chinese Eastern Railway is considered not the least important of his functions, since it is left to him to take whatever measure he may deem fit to avert occurrences similar to that which three years ago called for a campaign against China."

The journal *Vladivostok* states that bitter hostility is constantly being manifested between the Chinese and the Russians, in the region of Blagovestchensk, where this hostility has culminated in frequent murders, the victims generally being Chinese. Recently an enormous crowd of Russian workmen endeavoured to prevent the landing of 1,000 Chinese who arrived by steamer. The police having been unsuccessful in dispersing the crowd, it required the presence and the exhortations of the Vice-Governor to induce them to allow the Chinese to land. The fundamental cause of this antagonism is to be found in the competition between Russian and Chinese workmen in the labour market, which is not active at Blagovestchensk. The Chinese work better and for a much smaller wage than the Russians, and consequently when there is work preference is given to the Chinese over the Russians, who are thus reduced to want.

Yang Chu, the new Chinese Minister to Tokyo, is expected here shortly, as he is to come south to fetch his family from Canton before proceeding to Japan. H. E. is a Manchurian by descent, though born in Canton.

It is reported that Panglima Polim, the last of the prominent Achinese chiefs to hold out against the Dutch, has surrendered unconditionally to the Governor of Achene. Nevertheless, it would not be surprising if, fifty years hence, there were still a war in Achine.

Lord and Lady Northcote left India by the mail steamer from Bombay on the 5th inst. Their departure from Poona on the 3rd was marked by a tremendous public demonstration, and the station was gorgeously decorated. The same night Lord Northcote was entertained to dinner at Bombay, when, in the course of a long farewell speech, he alluded to the trials through which the Presidency had passed, the devotion of the officials, and the help of the people.

News was received in London last month that the first automobile to cross the Arctic circle entered the northern zone at Haparanda, a town lying to the north of Niska, in Lapland, at two p.m. on the 16th ult. Mr. C. J. Glidden, of Boston, who has achieved this distinction, left Hall for Christiania on July 24. Driving a sixteen-horse-power standard Napier car, Mr. Glidden toured through Sweden over very heavy roads, and was everywhere received with great enthusiasm by the inhabitants, to whom his conveyance proved an unfailing source of interest.

Great Britain has lost a notorious citizen in the person of John Alexander Dowie, the "general over-seer" of the Christian Catholic Church in Zion, for he last month became a citizen of the United States. In the document he signed renouncing allegiance to the King, Dowie stated that he was native of Edinburgh, and was born fifty-six years ago. When the oath had been sworn one of the New York judges said to Dowie, "Since the days of the revolution this country has never had a better acquisition." Dowie then paid the necessary fees. Britain is well rid of such a person, while the United States deserves the fullest sympathy.

Considerable attention was directed in Berlin to an extraordinary statement in the *Vorwärts* of the 16th ult. that the Kaiser intends to build an entrenched castle on the island of Pichelswerder, on the River Havel, between Tiers and Potsdam. Pichelswerder lies on the direct line of the new military road which, the *Vorwärts* alleges, will be built between Berlin and the great camp at Döberitz, near Potsdam. The castle will constitute the headquarters of the Imperial family, especially during unquiet times when political troubles threaten. It will be within easy reach of the garrison at Döberitz and the Imperial arsenal at Spandau. The Socialist organ is responsible for the statement that Pichelswerder will be constituted a new Fifth-stag division. With regard to soldiers of the guard, they will be no longer recruited like other regiments, but will be formed in future of picked troops drafted from other bodies, on whom full reliance can be placed in the event of a revolution. Most of the papers in Berlin in discussing these singular statements, were inclined to treat them as fantastic nonsense, but an uneasy feeling prevailed that something is afoot which the *Vorwärts* has discovered. A semi-official contradiction was demanded by the Press.

CORRESPONDENCE.

CRUELTY TO ANIMALS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 17th September.
SIR.—I beg to ask you for a small space in your valuable paper to corroborate the statement of your correspondent "A Lover of Dogs" in your issue of this morning. These acts of cruelty have been carried on with impunity for the last two days in various parts of the Colony, and I am surprised that they are allowed, or even sanctioned, in a British colony. If a poor Chinese could be so cruel to a dog, how much more cruel would he be to a human being. If the police want to rid the Colony of all undesirable curs that infest the streets, let them copy the system adopted by the Shanghai Municipality, who generally know how to do things better.

I trust that the S.P.C.A. will take the matter up.—Yours, &c.,

CANIS.

SUPREME COURT.

Thursday, 18th September.

In ORIGINAL JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (JUDGE JUDGE).

PARTNERSHIP CASE.
Evidence was again heard in the action in which Wong Wa Po sought to prove that Tang Kai Cheung was a partner in the Wing Chan firm, 23 Circular Pathway, the case arising out of a judgment given on May 29th for \$1,500. A claim had been heard before the Land Court in respect to property sold by the defendant to the plaintiff, and during the hearing of that claim it was alleged, defendant described himself to the Land Court as being the master of the Wing Chan shop.

Mr. T. Morgan Phillips, barrister-at-law (instructed by Mr. P. V. Goldring, of Messrs. Deacon and Hastings, solicitors), was for the plaintiff, and Mr. M. W. Slade, barrister-at-law (instructed by Mr. E. A. Banner, of Messrs. Denny and Bowley, solicitors) for the defendant.

His Lordship found that the defendant was not a partner in the Wing Chan shop. The Court adjourned.

TELEGRAMS.

REUTER'S SERVICE.

THE BALKAN TROUBLES.

LONDON, 15th September.

The Bulgarian Government in a Note to the Great Powers declares that Turkey has mobilised the whole of her army, which cannot possibly have been done for the sole purpose of suppressing the revolution. Bulgaria appeals to Europe to prevent massacres and to arrest Turkey's mobilisation, and says that unless the Powers intervene in time she will be forced to take such measures as may be deemed necessary.

LATER.

The Bulgarian Note to the Powers, dated 13th inst., was announced at Constantinople yesterday.

The Austrian and Russian Embassies have made serious representations to the Porte and the Palace regarding the horrible excesses of the troops, especially the Albanian regiment, in the Villages of Monastir and Adrianople.

THE CABINET COUNCIL.

LONDON, 15th September.

At the Cabinet Council yesterday, the debate on the fiscal question was concluded, and at to-day's meeting other questions were discussed.

LATER.

The Cabinet Council sat for one hour and a half yesterday; the decisions arrived at are largely conjectural and somewhat contradictory, but it is generally assumed that a compromise has been arranged which will avert a disruption of the Government.

ANOTHER DARING ROBBERY IN HONGKONG.

LADY BOUND AND GAGGED.

One of the most daring robberies we have heard of for a long time in the Colony occurred on Wednesday afternoon, the victim being Miss Bateman, an assistant mistress in Bellios School, who resides at 18, Bellios Terrace. It appears that on Tuesday a Chinaman brought to the house a chit and directed the amah to take it to her mistress. Miss Bateman could not recognise that the chit was intended for her, the writing on the envelope being undecipherable, and returned it. On Wednesday, shortly after five, the same chit was brought to her again. Miss Bateman, it should be mentioned, had been indisposed for some days, and at the time of the delivery of the chit was lying on her couch. Just as she was in the act of opening the envelope, a young Chinaman entered the room, and was quickly followed by five others. Both Miss Bateman and the amah were immediately seized by the robbers, who tightly bound them hand and foot, gagged them, and tore up a tablecloth to cover the faces of the helpless victims of their violence. The man who held Miss Bateman to the couch gripped her tightly by the throat, as though to choke her, and the marks still on the lady's neck plainly testify to the extreme violence used by her assailant. Miss Bateman had a small terrier chained to its kennel on the verandah. One of the robbers released the dog, brought it into the room, and held it so that it was unable to bark. Meanwhile, the others of the gang secured all the jewelry they could lay their hands on. They took from Miss Bateman the gold-rimmed spectacles and the ring she wore, and two gold rings were also taken from the amah's fingers. Evidently the thieves knew something of Miss Bateman's habits, as she made for her jewel case, which was kept in a particular corner in the wardrobe, while another secured her keys and a bracelet, and the contents of a camphor-wood box, in order to secure some articles of jewelry which Miss Bateman was in the habit of keeping there. They appeared to know just where to lay their hands on the jewelry in the room, and were consequently speedy in their operations. As soon as they had secured their booty they decamped, leaving no clue to their identity behind, excepting an old pair of slippers and the tassels of a queue. When they had disappeared, Miss Bateman and the amah succeeded in releasing their bonds, and promptly made a report to the police who are now endeavouring to trace the robbers.

This is one of the most daring daylight robberies that have ever taken place in the Colony. Miss Bateman says the robbers appeared to be "boys." Apparently they knew Miss Bateman was sick, and they laid their plans accordingly. Miss Bateman was severely humiliated by the gang, and was much shaken by the experience. The amah suffered a loss of two of her teeth, but both the amah and Miss Bateman managed to bite the fingers of the men who gagged them.

It may be mentioned in this connection that this is the second time Miss Bateman has been victimised by robbers. Some time ago a house-boy stole \$80 and decamped, and though she was able to furnish to the police adequate particulars for his identification, and to give the name of his native village, whether he had probably gone with the money, the thief was never brought to justice; Miss Bateman is naturally inclined to think that there may be some connection between this fact and the outrageous affair we now record. Unfortunately, neither Miss Bateman nor the amah recognised any member of the gang.

We learn, however, that this "chit" dodge was tried at several other houses in Bellios Terrace, and it ought not therefore to be difficult to obtain a description of at least one man. We trust that the police will succeed in tracking down this gang, and that exemplary punishment will be meted out to them, such as will be likely to deter others from enriching themselves by similar outrageous methods.

SPORTS AT THE V.R.C.

Ladies' Day of the Victoria Recreation Club's Annual Aquatic Sports usually attracts a large number of residents. Naturally the ladies are responsible for a good deal of the attendance, but the contests on the third day are also more keenly fought. Yesterday's weather was just too good to make sitting in a confined space for a hour and a half comfortable, the sun shining full on the improvised grand stand. Shortly after five o'clock H. E. Sir Henry A. Blake, G.C.M.G., and Lady Blake arrived on the launch *Victoria*. We subjoin the results of the various contests:—

FINAL OF TWO LENGTHS (Handicap).

The following were the winners of the preliminary heats on the first day:—A. J. Mackie, R. C. Wicheil, J. A. S. Alves, and R. Lapsley. Only the first three started. Lapsley reserving himself for the 100 Yards' Championship. Mackie held the lead at the end of the first length, with Alves and Wicheil following in the order named. The latter gradually reduced the lead of Mackie, and won by about a body's length. Dead heat for second place. The time was 42 seconds. O. R. Chynant won this event last year in 35 seconds.

HIGH DIVES. 1st prize presented by J. W. Osborne, Esq.; 2nd prize presented.

Schumacher and Jorge being credited with the same number of points after three attempts a final dive was ordered, which was won by Schumacher, who was also last year's winner.

FINAL OF FOUR LENGTHS (Handicap).

On the second day of the sports N. H. Alves, A. E. Alves, R. C. Wicheil, and W. Schumacher qualified for the above, but the last named scratched. Wicheil secured the lead halfway between the second and third length, and though hard pressed by A. E. Alves, finally won by a length from the latter. Time, 1 min. 35 secs.

BOYS' RACE (9 to 14 years of age). Two Lengths (Handicap). Two prizes. Post entries. Sons or Brothers of Members only admitted.

Last year's winner, H. Perkins, having gained the lead, kept it, and won easily from G. Wicheil, in the creditable time of 1 min. 14 secs.

CHAMPIONSHIP OF THE CLUB (100 yards) 1st prize presented by Commodore C. G. Robinson, R.N.; 2nd prize presented.

At the start Lapsley was first to get away, and at the turn led by three body-lengths. With only thirty yards to go, the race looked Lapsley's, but he was challenged by N. H. Alves and C. Cooke, who were swimming level. Amidst excitement Alves won from Cooke, with nothing to spare. Time, 1 min. 6.3/5 secs.

LADIES' NOMINATION. 1st prize presented by Messrs. Geo. Paleocor and Co. 2nd prize presented. Conditions:—Each competitor will start in a tub in swimming costume and paddle one length on reaching the other side, jump out, climb up to stage and there put on trousers, coat, and hat, provide himself with open umbrella, dive in, and swim back to starting post. Winner must finish with all clothes properly on and umbrella open.

Swam in heats, this race produced excellent fun. A. V. Barros won the first heat, A. E. Alves the second, and E. C. Wicheil the third. In the final Alves touched the winning post before the others, Barros second and Wicheil following.

WATER POLO. TEAMS OF SEVEN.

Blue.	White.
R. C. Wicheil	A. Marti
A. V. Barros	C. Cooke
A. J. V. Ribeiro	F. D. Bain
A. Loureiro	C. M. S. Alves
L. A. Lammer	J. M. Rosa Pereira
R. Lapsley	E. K. Tate
G. H. Rable	H. S. Holmes

Blues were first to become dangerous, Wicheil having a good shot, which Tate cleared. The goalkeeper was again called on a minute later, and had scarcely got rid of the ball when Wicheil sent it in again, afterwards trying to swim through with the leather; Tate, however, got hold in time Barros also had some good shots, one of which grazed the bar. From a foul, Marti dribbled down and with a well-judged effort opened the scoring for the Whites, the only goal during the first half. On the restart, Barros had a likely chance, but was unlucky. Several opportunities of equalising fell to the Blues, and but for Tate's excellent goal-keeping a score would surely have resulted. A splendidly contested game finished with the score:—Whites, 1 goal Blues, nil.

All round the sport was above the average of past years. A Team Race and the Hurdle final were omitted yesterday; the latter will be on Saturday's programme. On account of this the Championship of the meeting, on points, will not be settled until Saturday. The officials in charge were the same as on previous days. An excellent selection of music was supplied by the band of the 10th B.L., who will also be present on Saturday.

LATEST STEAMER MOVEMENTS.

The O. & O. steamer *Coptic*, with mails, &c., left Manila for this port on the 16th inst., at 7 p.m.

The M.M. steamer *Annam*, with the next French mail, will leave Saigon to-day for this port.

The C.R.R. steamer *Empress of India* arrived at Vancouver at 1 a.m. on the 16th inst.

The S.K. Co. P.B. steamer *Athenian*, from Hongkong, 12th ult., arrived in New York on the 15th inst.

The C.N. steamer *Sunghang* left Manila for this port on the 16th inst., at 10 p.m.

The N.S.S. Co. steamer *Knie Gortekabov* left Mogi for this port on the 16th inst., p.m.

The N.Y.K. steamer *Kangaroo* for this port on the 16th inst., and is expected here on the 22nd inst., a.m.

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NOTE.

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Adelina Patti (Baroness Cederstrom) has
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Piano-player. She was so delighted with the
instrument that was purchased by her last year
that this second testimonial is even stronger
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Mrs. Patti says that "the Apollo never has
given her the slightest trouble and that the
concert grand is one of the most wonderful and
perfect piano-players that she has ever seen."
Hongkong, 3rd September, 1903. [2454]

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excepted to receive and deliver perishable goods.
Wm. PARLANE, Manager.
Hongkong, 18th November, 1901. [65]

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Hongkong, 2nd December, 1902. [82]

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FAIRALL & CO., Queen's Road
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M. MATTHEW.

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(Entrance by Zedland Street).
Opposite Messrs. Kelly & Walsh, Bookellers.
Hongkong, 11th July, 1903. [1987]

BOARD AND RESIDENCE.

MRS. GILLANDERS.
"GLENWOOD,"
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Hongkong, 20th March, 1903. [915]

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Hongkong, 14th August, 1903. [2295]

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Care of Daily Press Office.
Hongkong, 28th July, 1903. [2025]

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Hongkong, 11th July, 1903. [1989]

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LINSTEAD & DAVIS.
Hongkong, 1st September, 1903. [245]

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Hongkong, 16th June, 1903. [1719]

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Hongkong, 8th June, 1903. [71]

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2ND FLOOR, No. 35, QUEEN'S ROAD
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WING CHEONG,
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Hongkong, 10th July, 1903. [1981]

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Furnished.
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HUGHES & HOUGH,
8, Die Vaux Road.
Hongkong, 31st August, 1903. [2442]

TO LET—WITH IMMEDIATE

POSSESSION.

ONE SUITE of ROOMS in the Ground
Floor of the Hongkong Club Annex,
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Hongkong Club.
Hongkong, 25th August, 1903. [1757]

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W. LISAUGHT,
153, Wanchai Road.
Hongkong, 15th April, 1903. [1163]

TO LET.

4 GODOWNS, A, B, C, D, in Russell Street.
Apply—

Daily Press Office.
Hongkong, 9th September, 1903. [2542]

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26, WYNDHAM STREET. Six-
roomed House.
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C. F. DE CARVALHO,
14, Arbuthnot Road.
Hongkong, 1st September, 1903. [2454]

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Nos. 15, 17, 19 and 21, SEYMOUR ROAD.
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COMPADORE DEPARTMENT,
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Hongkong, 1st September, 1903. [2459]

TO LET.

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Hongkong, 14th September, 1903. [1986]

THE STRUGGLE FOR COREA.

The following is the full text of Dr. Morrison's despatch to the Times from Seoul on the 13th August—
Corea is inevitably destined to be the field where the great problem of Russian or Japanese supremacy in the Far East will be solved. At present Corea is in a state of considerable anxiety, fearing that, whatever may be the issue of the present situation, its future as an independent Empire is gravely menaced. For reasons only too well founded it fears that, sooner or later, Japan may endeavour to restore the balance of power disturbed by Russian aggression in Manchuria and may quietly occupy Corea. The extension of Russian activity from Manchuria into Corea is most menacing. The agreement under which Russia is acting is dated August 28th, 1896—i.e., whilst the King of Corea was still residing in the Russian Legation, where he had taken refuge in the month of February—grants to the Russians for twenty years forest rights on the Korean side of the Yalu and Tumen rivers, and in Dagelet Island, thus giving them a secure foothold on the Korean side of the two waterways which separate Manchuria from Corea. The concession in the first place was granted to a Russian merchant at Vladivostok, but was immediately transferred to the Russian authorities, the present representative of the concessionaires at Seoul being the well-known Russian Government agent Baron Gumburg.
But activity is not confined to the frontier. The Russians, who contemplate the building of a strategic railway from Liaoyang on the Manchurian railway through Poughwang-chon to the Yalu river, foresee a time when they will be in a position to extend this line through Wija on the Yalu to Seoul. Therefore to prepare the way they have adopted the same tactics that proved successful in China. On February 18 of this year the Russian chargé d'affaires applied on behalf of Baron Gumburg for a concession to build this railway or to provide capital for its construction. The French concession previously granted had lapsed by the effluxion of time, and Baron Gumburg offered to undertake the enterprise on the same terms. Corea replied that, the work having been undertaken by the Korean Government, it was impossible to entrust the enterprise to the subjects of another Power. On February 27 the Russian chargé d'affaires seized on this reply, and in an important despatch, in which he quoted its terms and extended its significance, he expressed the satisfaction of his Government at the Korean assurance that this railway would always remain in the hands of Corea and would never be transferred, either wholly or partly, to any foreign Power or the subjects thereof. Should, however, foreign assistance be required, Corea was reminded that she might consider this offer made by Baron Gumburg. Russia thus hopes that she has prevented this railway from passing into the possession of the Japanese, and that she has established a right which she can claim hereafter to construct the line herself. The route was recently examined by M. Poliansky, the Russian Vice-Consul.
The negotiations for the opening of Wija to foreign trade have been suspended. M. Pavloff strongly opposed it, giving three reasons, but naturally suppressing the main reason. The first was that the Manchurian question was still unsettled; the second that the opening of the port would simply mean the creation of another Japanese settlement; and the third that its opening on the Korean side of the river would involve the opening of a corresponding port on the Manchurian side of the river. In his last despatch the Japanese Minister insisted that if Corea persisted in her refusal to open this necessary trade-mart Japan would regard it as already opened.
The domestic concerns of the country are fairly prosperous, the Customs revenue is satisfactory, and the harvest is promising. The reports of a great influx of Japanese are incorrect, the best authority giving the total number of Japanese in the peninsula as less than 40,000. Japan retains and increases her position of commercial predominance as regards shipping. In 1902 out of a total of 1,250,000 tons the Japanese claimed 950,000. The lighthouse installation, described as the most comprehensive ever undertaken as a distinct and uniform operation, is in active progress. The funds are provided by the Maritime Customs under the experienced control of Mr. McLeary Brown. The coast is more indented than that of Norway, and hitherto has been entirely unlit. Now eight lighthouses already are completed, and twenty-five more are to be constructed, including one on Clifford Island, which will be the most powerful light in Eastern Asia. The Japanese engineer, M. Ishibashi, has returned to Japan, and has been succeeded by Mr. Hargling, an engineer of the Chinese Maritime Customs. All the lights are provided by

French makers. A swift revenue cruiser and lighthouse tender is under construction in Japan, and is to be paid for out of the Customs, the only revenue which cannot be squandered.

The reports that Corea is starting a navy are absurd. They are due to the fact that the Emperor recently purchased a discarded tramp steamer, the venerable *Paikis*, for £35,000, five times its value, painted it like a man-of-war, and stationed it at Chemulpho as a saluting ship. Recently the multiplicity of foreign advisers whose advice is never followed has been increased by a Belgian adviser, styled privy councillor to his Majesty. He has no experience of the Far East, and was sometime Second Secretary at the Legation in Roumania. His post is a sinecure and is similar to that held by the Belgian who for three years before the Boxer trouble was adviser to the Tsungli-Yamen in Peking, and whose advice notoriously was never asked except as to the rate of exchange at which he would require the payment of his salary.

The Times of the 18th ult. comments on the above despatch, saying:—Our correspondent does not conceal his fears lest the surreptitious intervention of Russia in Corea may sooner or later cause Japan to occupy that country. Japan, it is well known, regards the freedom of Corea from foreign control as a vital Japanese interest, and her reasons for so regarding it are of unquestionable weight. Foreign encroachment in that kingdom threatens her both from an economic and from a military standpoint, and she has made no secret of her determination to resist the process by all means at her command. It is childish to shut our eyes to these facts or to pretend, as some Continental journals disingenuously do pretend, that to state them is to rouse Japanese feeling against Russia. The facts themselves are day and night before the eyes of all Japanese statesmen and politicians, and it is the facts which of their own force necessarily arouse patriotic apprehensions in all classes of the people. The intrigues in Corea are far better known and understood in Japan than they are in London, and if the Japanese attach importance to them, we may be sure that they have sound reasons for their opinions. Even at this distance we cannot affect to treat them lightly, with the experience of Manchuria to guide us. It must be remembered, too, that they do not stand alone. For months past we have heard of the steady stream of ships and soldiers which Russia has been directing to the Far East, with the result that in a few weeks her fleet in Far Eastern waters will be numerically stronger than that of Japan. The commander-in-chief of these forces has just been appointed with a great flourish of trumpets to the new Viceroyalty, and Japan may even be excused if she watches with some concern, as the German papers bid her to do, the ostentatious fraternization of the German and Russian fleets at Vladivostok. She cannot forget how Berlin supported St. Petersburg in 1895. She may, perhaps, construe this noisy demonstration as a hint that, if necessary, the same causes would again lead to the same results.

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Hongkong, 4th March, 1903.

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[132-1]

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Sept. 16, M. Chabert, J. H. N. German str., 710, T. P. Ullrich, Pakoi 10th September and Hocho 15th September.—JENSEN & CO.	
Sept. 16, Oakley, British str., 2,456, Wilson, Moji 10th September, Coals.—BRADLEY & CO.	
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Sept. 17, Chitra, German str., 1,113, Krabbe, Mani 13th September, General.—E. A. TRADING CO.	
Sept. 17, Dunbar, British str., 2,400, A. I. Campbell, Westport 17th Aug., Wellington 21st and Newcastle 28th, Coal.—DODWELL & CO., D.	
Sept. 17, Esang, British str., from Canton.	
Sept. 17, Haimun, British str., 635, J. Gibson, Swatow 18th Sept., General.—DOUGLAS LARPAK & CO.	
Sept. 17, Kowloon, German str., from Canton.	
Sept. 17, Mezzo, Chinese str., 1,321, Whitlaw, Shanghai 13th Sept., General.—CHINESE.	
Sept. 17, Prosper, Norwegian str., 789, Christiansen, Saigon 13th Sept., General.—SANDER, WIELER & CO.	
Sept. 17, Taiwan, British str., 1,109, H. Harder, Chiao 12th Sept., General.—BUTTERFIELD & SWIRE.	
Sept. 17, Tyb, Norwegian str., 1,118, Danilsson, Hongkong 15th Sept., Coal.—E. A. TRADING CO.	

CLEARANCES

AT THE HARBOR MASTER'S OFFICE.	
17th September.	
Daigi Maru, Japanese str., for Swatow.	
Ellen Rickmers, German str., for Swatow.	
Freiburg, German str., for Shanghai.	
Freiburg, Norwegian str., for Shanghai.	
Hakong, British str., for Swatow.	
Hakong, French str., for Hocho.	
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P. C. C. Kio, German str., for Bangkok.	
Progress, German str., for Swatow.	
Roetta Maru, Japanese str., for Ma li.	
Siam, British str., for Foochow.	

DEPARTURES.

17th September.	
DAIGI MARU, Japanese str., for Tamsui.	
ELLEN RICKMERS, German str., for Swatow.	
HAKONG, British str., for Tamsui.	
HONGKONG, French str., for Huilong.	
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Hongkong, 12th September, 1903. [2564]



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LONDON, &c., via PORTS OF CALL	BALAGARAT	Brit. str.	F. R. Summers	P. & O. S. N. Co.	24th inst. at Noon.
LIVERPOOL	JASON	Brit. str.	H. Polson	BUTTERFIELD & SWIRE	25th October.
MARSEILLES, LONDON &c., v. S'PORE, &c.	KANAKURA MARU	Jap. str.	K. Kori	NIPPON YUSEN KAISHA	To-morrow, D'light.
MARSEILLES, LONDON &c., v. S'PORE, &c.	GLADUS	Brit. str.	Hilbert	MESSAGERIES MARITIMES	22nd inst. at 1 P.M.
MARSEILLES, LONDON &c., v. S'PORE, &c.	INABA MARU	Jap. str.	W. Bainbridge	NIPPON YUSEN KAISHA	29th inst.
MARSEILLES, LONDON &c., v. S'PORE, &c.	AGAMEMNON	Brit. str.	H. Nish	BUTTERFIELD & SWIRE	3rd Oct. Daylight.
MARSEILLES, LONDON &c., v. S'PORE, &c.	PAK LING	Brit. str.	B. Wilhelm	BUTTERFIELD & SWIRE	13th October.
BREMEN, via PORTS OF CALL	ZIETEN	Ger. str.	B. Wilhelm	MELCHERS & CO.	27th October.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	30th inst. at Noon.
HAVRE & HAMBURG	ABESSINIA	Ger. str.	Filler	HAMBURG-AMERIKA LINIE	23rd inst.
HAVRE & HAMBURG	BRIGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	24th inst.
HAVRE & HAMBURG	SAXONIA	Ger. str.	Bremer	HAMBURG-AMERIKA LINIE	25th October.
GENOA & LIVERPOOL	PINGSHU	Ger. str.	C. Warrall	BUTTERFIELD & SWIRE	3rd November.
TRIESTE, &c., via SINGAPORE, &c.	PERIA	Aut. str.	Craglietto	SANDER, WIELER & CO.	To-morrow, P.M.
NEW YORK, via PORTS & SUEZ CANAL	K. G. TCHAKOW	Rus. str.	Rus. str.	BRADLEY & CO.	24th inst.
NEW YORK, via SUEZ CANAL	BRANEN	Brit. str.	W. Wall	DODWELL & CO. LD.	Quick despatch.
NEW YORK, via SUEZ CANAL	NORDEYN	Rus. str.	A. Bear	SHEWAN, TOMES & CO.	3rd inst.
NEW YORK, via SUEZ CANAL	E. OF JAPAN	Brit. str.	H. Pybus	CANADIAN PACIFIC R. CO.	23rd inst. at Noon.
VICTORIA (B.C.) & TACOMA via JAPAN.	TARTAR	Brit. str.	E. Beetham	CANADIAN PACIFIC R. CO.	7th October.
VICTORIA (B.C.) & SEATTLE via SHAI, &c.	TACOMA	Brit. str.	A. Dixon	DODWELL & CO. LIMITED	24th inst.
VICTORIA (B.C.) & SEATTLE via SHAI, &c.	TOSU MARU	Jap. str.	A. Christensen	NIPPON YUSEN KAISHA	22nd inst. at 4 P.M.
PORTLAND, OREGON	CALCHAS	Brit. str.	Geo. Anderson	BUTTERFIELD & SWIRE	16th Oct. at 4 P.M.
AUSTRALIAN PORTS	KAGA MARU	Jap. str.	R. P. Craven	PORTLAND & ASIATIC CO.	14th October.
MOJI, KOBE, YOKOHAMA & SAN FRANCISCO	INDRAVELLI	Brit. str.	W. Ellis	GIRD, LIVINGSTON & CO.	23rd inst. at Noon.
MOJI, KOBE, YOKOHAMA & SAN FRANCISCO	CHINGTU	Brit. str.	J. McDi. Howie	BUTTERFIELD & SWIRE	5th October.
MOJI, KOBE, YOKOHAMA & SAN FRANCISCO	ATHOLL	Brit. str.	E. Porter	J. S. VAN BUREN	28th inst. at 4 P.M.
MOJI, KOBE, YOKOHAMA & SAN FRANCISCO	KAGOSHIMA MARU	Jap. str.	K. Kori	NIPPON YUSEN KAISHA	2nd inst. at Noon.
MOJI, KOBE, YOKOHAMA & SAN FRANCISCO	KANAGAWA MARU	Jap. str.	J. MacKenzie	NIPPON YUSEN KAISHA	25th inst. D'light.
CHERULPO, DALNY & PORT ARTHUR	PRONTO	Ger. str.	Grandt	HAMBURG-AMERIKA LINIE	To-morrow, Noon.
CHERULPO, DALNY & PORT ARTHUR	NANCHANG	Brit. str.	J. Robinson	BUTTERFIELD & SWIRE	23rd inst.
SHANGHAI, YOKOHAMA & KOBE	F. FERDINAND	Brit. str.	Matcovich	SANDER, WIELER & CO.	24th inst.
SHANGHAI, YOKOHAMA & KOBE	KASHING	Brit. str.	Girard	BUTTERFIELD & SWIRE	About 21st inst.
SHANGHAI, YOKOHAMA & KOBE	ANNAM	Brit. str.	G. M. Matcovich	MESSAGERIES MARITIMES	About 25th inst.
SHANGHAI, YOKOHAMA & KOBE	COROMANDEL	Brit. str.	O. L. W. Field	P. & O. S. N. Co.	About 9th October.
SHANGHAI, YOKOHAMA & KOBE	KEILIN	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI, YOKOHAMA & KOBE	DALIN MARU	Jap. str.	T. Ogata	OSAKA SHOSEN KAISHA	23rd inst.
SHANGHAI, YOKOHAMA & KOBE	TIENSIN	Brit. str.	I. Goto	OSAKA SHOSEN KAISHA	21st inst.
SHANGHAI, YOKOHAMA & KOBE	ANPING MARU	Jap. str.	K. Akashi	OSAKA SHOSEN KAISHA	22nd inst.
SHANGHAI, YOKOHAMA & KOBE	MAIZURU MARU	Jap. str.	Gibson	DOUGLAS LARPAK & CO.	To-day, at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	HAITAN	Brit. str.	Rosch	DOUGLAS LARPAK & CO.	To-day, at 9 A.M.
SHANGHAI, YOKOHAMA & KOBE	ROSETTA MARU	Jap. str.	H. S. Smith	TOYO KISEN KAISHA	To-day, at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	LOONGSANG	Brit. str.	G. S. Weigall	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	YUBI	Brit. str.	W. Almond	SHEWAN, TOMES & CO.	To-morrow, 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	SYNGHANG	Brit. str.	Outerbridge	BUTTERFIELD & SWIRE	23rd inst.
SHANGHAI, YOKOHAMA & KOBE	CHINGTU	Brit. str.	J. McDi. Howie	BUTTERFIELD & SWIRE	5th October.
SHANGHAI, YOKOHAMA & KOBE	PERIA	Brit. str.	J. McGinty	SHEWAN, TOMES & CO.	To-morrow, 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	WUCHANG	Brit. str.	Sommerville	BUTTERFIELD & SWIRE	24th inst.
SHANGHAI, YOKOHAMA & KOBE	INZUMI MARU	Jap. str.	M. Yagi	NIPPON YUSEN KAISHA	22nd inst. at 5 P.M.
SHANGHAI, YOKOHAMA & KOBE	NAMANG	Brit. str.	Geo. Payas	JARDINE, MATHESON & CO.	22nd inst. at Noon.
SHANGHAI, YOKOHAMA & KOBE	GIRONDE	Fren. str.	Abel	MESSAGERIES MARITIMES	About 19th inst.

FOR CHEMULPO, DALNY AND PORT ARTHUR.

THE Steamship	
"PRONTO."	
Captain Grandt, will be despatched for the above ports TO-MORROW, the 19th inst., at Noon.	

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.	
Hongkong, 10th September, 1903.	[2553]

COMPAGNIE DES MESSAGERIES MARITIMES.	
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FOR SAIGON.	
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THE Company's Steamship	
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"GIRONDE."	
Captain Alal, will be despatched for the above port on or about MONDAY, the 21st inst.	

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.	
Hongkong, 15th September, 1903.	[2]

COMPAGNIE DES MESSAGERIES MARITIMES.	
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FOR SHANGHAI, KOBE AND YOKOHAMA.	
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THE Company's Steamship	
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"ANNAM."	
Captain Girard, will be despatched for the above ports on or about MONDAY, the 21st inst.	

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.	
Hongkong, 14th September, 1903.	[2]

COMPAGNIE DES MESSAGERIES MARITIMES.	
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NOTICE.	
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STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, LOMBAY, ADEN, DJIBOUTI, EGYPT, MARSILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO	
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PORTS OF BRAZIL AND RIVER PLATE.	
----------------------------------	--

ON TUESDAY, the 22nd September, 1903,	
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at 1 P.M., the Company's Steamship "TOKIN," Captain Schmitz, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSPIREMENT.	
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This Steamer connects at COLOMBO with the Australian line s.s. "Dumbia" bound for MARSEILLES & BOMBAY AND ADEN.	
---	--

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.	
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Shipping Orders will be granted till Noon only on Monday, the 21st September. Specie and Parcels received until 4 P.M. on the same day.	
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No Cargo will be received on board on Tuesday.	
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Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.	
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For further particulars, apply at the Company's Office.	
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G. DE CHAMPEAUX, Agent.	
Hongkong, 10th September, 1903.	[2]

CHINA NAVIGATION CO., LIMITED.	
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HONGKONG-MANILA.	
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REDUCED SALOON PASSAGE MONEY.	
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SINGLE, \$20; RETURN, \$35.	
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STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DUTY QUALIFIED SURGEON CARRIED.	
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BUTTERFIELD & SWIRE, AGENTS.	
Hongkong, 4th July, 1903.	[1984]

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
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KANAKURA MARU	
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TOSU MARU	
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JIZUMI MARU	
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KANAGAWA MARU	
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KAGOSHIMA MARU	
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INABA MARU	
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KAGA MARU	
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Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers	
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Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.	
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For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.	
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Apply to—	
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T. S. TAKAYANAGI, Acting Manager.	
[9]	

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMERS.	TONS.	CAPTAIN.	TO SAIL ON
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"INDRAVELLI"	
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"INDRAPURA"	
-------------	--

"INDRASAMHA"

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND HUMBATA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL...	"PAK LING"	On 23rd September.	
GLASGOW and LIVERPOOL...	"CALCHAS"	On 1st October.	
GLASGOW and LIVERPOOL...	"TANTALUS"	On 7th October.	
GLASGOW and LIVERPOOL...	"ANTENOR"	On 24th October.	
GLASGOW and LIVERPOOL...	"OANFA"	On 27th October.	

HOMEWARDS.

FOR	STEAMERS	TO	DATE
GENOA and LIVERPOOL	"PINGSUEY"	On 19th September.	
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September.	
MARSEILLES, LONDON and ANTWERP	"AGAMEMNON"	On 13th October.	
MARSEILLES, LONDON and ANTWERP	"JASON"	On 23rd October.	
MARSEILLES, LONDON and ANTWERP	"PAK LING"	On 27th October.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST POINTS, VIA NAGASAKI, KOBE & YOKOHAMA	"CALCHAS"	On 2nd October.	
The s.s. "MACHAON" left Victoria on the 2nd inst., for Japan and Hongkong.	"OANFA"	On 2nd November.	

The s.s. "MACHAON" left Victoria on the 2nd inst., for Japan and Hongkong.

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 18th September, 1903. [10-12]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
NINGPO and SHANGHAI	"KWEILIN"	On 19th September.	
FOOCHOW	"TIENHSIN"	On 21st September.	
SHANGHAI	"KASHING"	On 21st September.	
MANILA	"SUNGKIANG"	On 23rd September.	
CHEFOO and TIENHSIN	"NANCHANG"	On 24th September.	
CEBU and ILOILO	"WUOHANG"	On 24th September.	
MANILA	"CHINGTU"	On 5th October.	

PORT DARWIN, THURSDAY, ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 18th September, 1903. [11]

NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
TACOMA	A. Dixon	2,812	September 24th
LYRA	F. Williams	4,417	September 25th
VICTORIA	J. Patton	3,502	October 10th
SHAWMUT	W. M. Smith	9,606	November 11th

Steamers marked * have no passenger accommodation.

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

[7]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING	DATE
TAMUI, VIA SWATOW AND AMOY	"DAIJI MARU"	WEDNESDAY, 23rd	
TAMUI, VIA SWATOW AND AMOY	"T. OGATA"	September	
FOOCHOW, VIA SWATOW AND AMOY	"DAIGI MARU"	TUESDAY, 29th	
ANPING, VIA SWATOW AND AMOY	"ANPING MARU"	TUESDAY, 22nd	
ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU"	SUNDAY, 27th	

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 18th September, 1903. T. ARIMA, Manager [15]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"NAMSANG"

Captain Geo. Payne, will be despatched as above on TUESDAY, the 22nd inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 18th September, 1903. [2603]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Steamship

"NORDEYN," Captain A. Beer,

will be despatched on WEDNESDAY, the 30th SEPTEMBER.

For Freight, &c., apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 31st August, 1903. [2440]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain W. Ellis, will be despatched for the above ports on WEDNESDAY, the 23rd September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 28th August, 1903. [2419]

FOR ODESSA.

THE Russian Steamer

"KNIAS GORTSCHAKOW" will be despatched as above on THURSDAY, the 24th instant.

For Freight, apply to BRADLEY & CO., Agents.

Hongkong, 18th September, 1903. [2575]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BALLAARAT,"

Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this office for Bombay, etc., on SATURDAY, the 26th SEPTEMBER, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 15th September, 1903. [1]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

About

"GRAEMAR" ... 12th Sep.

"SATSUMA" ... 23rd Sep.

"SHIMOSA" ... 10th Oct.

"KURDISTAN" ... 24th Oct.

"RICHMOND CASTLE" ... 7th Nov.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 4th September, 1903. [112;]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CANTON every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897. [8]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain Samuel Bell Smith,

DEPARTURES from Hongkong, on week days; at 7.30 A.M.; on Excursion Sundays at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Dinner and Hotel \$4. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 3 1/2 hours to reach Macao.

MING ON & CO., 2nd Floor, 6, Victoria Street.

Hongkong, 5th September 1903. [2112]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$8 each way. Meals, \$1 each.

Cargo Freight very moderate.

J. TREVOUN & CO., No. 128, Cantonment Road Central.

Hongkong, 30th June, 1903. [1751]

NOT RESPONSIBLE FOR DELAYS.

NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS WILL BE RESPONSIBLE FOR ANY DELAY contracted by the Officer, or the Crew of the following Vessels during their stay in Hongkong Harbour:—

PORTER, British barque, Young—Doddwell & Co., Agents.

HELEN, American ship, D. A. Vanhous—Captain.

LUXON, American ship, J. G. Park—Order.

NOAN, American ship, J. A. Amshury—Arnold, Karberg & Co.

INSURANCES

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

Incorporated 1851.

Cash Security ... \$262,579

Total Assets Paid ... \$26,769,240

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO., Hongkong, 18th May, 1903. [144]

NORTHERN ASSURANCE CO.

ESTABLISHED 1836.

THE Undersigned Agents of above Company are prepared to accept First-class Foreign and Chinese RISKS against FIRE at Current Rates.

TURNER & CO., Hongkong, 14th January, 1903. [216]

THE ROMNEY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.

HOTZ, S. JACOB & CO., Hongkong, 30th July, 1903. [2160]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS against FIRE at Current Rates.

W. G. HUMPHREYS & CO., Hongkong, 3rd August, 1903. [2185]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents. Hongkong, 16th May, 1892. [28]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

THE Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO., Hongkong, 29th May 1895. [72]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CTZ. S. JACOB & CO., Hongkong, 2nd April, 1900. [2]

PHENIX FIRE OFFICE.

THE Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO., Agents for the Phoenix Fire Office. Hongkong, 17th August, 1897. [28]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO., Agents. Hongkong, 21st April, 1897. [113]

NOT RESPONSIBLE FOR DELAYS.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI. A.I., A.B.C., Scotts' and Engineering Code Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length ... 523 feet.

Length on Blocks ... 513 "

Width of Entrance on Top ... 69 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tide ... 26 1/2 "

DOCK No. 2 (at MUKAIJIMA).

Extreme Length ... 371 feet

Length on Blocks ... 350 "

Width of Entrance on Top ... 66 "

Width of Entrance on Bottom ... 53 "

Water on Blocks at Spring Tide ... 22 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,400 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED WITH POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

R. J. BENEDIOS, FOREIGN AND COLONIAL STAMP DEALER.

No. 39, WYNDHAM STREET, HONGKONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [1586]

NOTICE.

ON and after the 1st SEPTEMBER, the s.s. "WING CHAI" will berth at the NEW WHARF at the Western end of Wing Lok Street.

MING ON & CO., Hongkong, 8th September, 1903. [2586]

PURE FRESH WATER

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W. J. W. KEW, Manager.

1st Floor, 37, Cantonment Road. Hongkong, 13th June, 1903. [1703]

POST OFFICE NOTICES.

The *Coptic*, with the American Mail, left Manila on Wednesday, the 16th inst., at 7 p.m. and may be expected here to-morrow, at daylight.
The *Amoy*, with the French Mail of the 21st ult., will leave Saigon to-day, at 10 a.m., and may be expected here on Monday, the 21st inst., at daylight. This Packet brings replies to letters despatched from Hongkong on the 18th July.
The *America* Maru, with the American Mail of the 26th ult., left Yokohama on Tuesday, the 16th inst., at daylight, and may be expected here on or about Wednesday, the 23rd inst.

MAILS WILL CLOSE.

FOR	PER	DATE
Canton, Penang and Colombo	<i>Fatela</i>	Friday, 18th, 7.30 A.M.
Swatow, Amoy and Hongkong	<i>Sunetra</i>	Friday, 18th, 9.00 A.M.
Amoy, Singapore, Penang and Rangoon	<i>Haiman</i>	Friday, 18th, 9.00 A.M.
Manila	<i>Glengyle</i>	Friday, 18th, 9.00 A.M.
Shanghai	<i>Rosetta Maru</i>	Friday, 18th, 10.00 A.M.
Manila	<i>Amoy</i>	Friday, 18th, 1.15 P.M.
Swatow, Chiofo and Heikoo	<i>Leuchan</i>	Friday, 18th, 2.00 P.M.
Shanghai and Wuhu	<i>Leuchan</i>	Friday, 18th, 2.00 P.M.
Shanghai	<i>Leuchan</i>	Friday, 18th, 2.00 P.M.
Manila	<i>Leuchan</i>	Friday, 18th, 2.00 P.M.
Moji	<i>Leuchan</i>	Friday, 18th, 2.00 P.M.
Chiofo and Newchwang	<i>Leuchan</i>	Friday, 18th, 2.00 P.M.
Hiohoo and Pakhoi	<i>Leuchan</i>	Friday, 18th, 2.00 P.M.
Singapore, Penang and Colombo	<i>Leuchan</i>	Friday, 18th, 2.00 P.M.
Namtu	<i>Leuchan</i>	Friday, 18th, 2.00 P.M.
Sanbu	<i>Leuchan</i>	Friday, 18th, 2.00 P.M.
Manila	<i>Leuchan</i>	Friday, 18th, 2.00 P.M.
Canton	<i>Leuchan</i>	Friday, 18th, 2.00 P.M.
Manila	<i>Leuchan</i>	Friday, 18th, 2.00 P.M.
Shanghai, Chemulpo, Dahu and Port Arthur	<i>Leuchan</i>	Friday, 18th, 2.00 P.M.
Singapore, Sourabaya and Samarang	<i>Leuchan</i>	Friday, 18th, 2.00 P.M.
Singapore, Penang and Calcutta	<i>Leuchan</i>	Friday, 18th, 2.00 P.M.
Ningpo and Shanghai	<i>Leuchan</i>	Friday, 18th, 2.00 P.M.
Cebu and Iloilo	<i>Leuchan</i>	Friday, 18th, 2.00 P.M.
Swatow and Shanghai	<i>Leuchan</i>	Friday, 18th, 2.00 P.M.
Swatow, Amoy and Poochow	<i>Leuchan</i>	Friday, 18th, 2.00 P.M.
Tourane and Quinhon	<i>Leuchan</i>	Friday, 18th, 2.00 P.M.
Hiohoo and Haplong	<i>Leuchan</i>	Friday, 18th, 2.00 P.M.
Poochow	<i>Leuchan</i>	Friday, 18th, 2.00 P.M.
Shanghai	<i>Leuchan</i>	Friday, 18th, 2.00 P.M.

TO-DAY.

Sale, Horses, Select Rooms, Messrs. Hughes and Hough, 3 p.m.
TO-MORROW.
Sale, Household Furniture, 5, Cameron Villas, Peak, Messrs. Hughes & Hough, noon.
Sale, Miscellaneous, Sales Rooms, Mr. V. I. Remondos, 2.30 p.m.
Promenade Concert, Parade Ground (if weather unfavourable at City Hall), 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	17th September.
Telegraphic Transfer	1.97
Bank Bills, on demand	1.97
Bank Bills, at 30 days sight	1.10
Bank Bills, at 4 months sight	1.10
Credit, at 4 months sight	1.10
Documentary Bills, 4 months sight	1.10
ON PARIS.	
Bank Bills, on demand	2.30
Credit, at 4 months sight	2.33
ON GERMANY.	
On demand	1.86
ON NEW YORK.	
Bank Bills, on demand	4.44
Credit, 60 days sight	4.51
ON HONGKONG.	
Telegraphic Transfer	1.36
Bank, on demand	1.36
ON SHANGHAI.	
Bank, at sight	7.24
Private, 30 days sight	7.31
ON YOKOHAMA.	
On demand	8.81
ON MANILA.	
On demand	Nominal.
ON SINGAPORE.	
On demand	Nominal.
ON BATAVIA.	
On demand	1.10
ON HAIKONG.	
On demand	1.1 p.c. pu.
ON SAIGON.	
On demand	1 p.c. pu.
ON BANGKOK.	
On demand	6.31
SOVEREIGNS, Bank of England Rate	\$1.20
Gold Leaf, 100 fine, per tael	\$5.80
100 SILVER, per oz.	261

VESSELS EXPECTED.

THE AMERICAN MAILS.
The O. & O. steamer *Coptic* left Manila for this port on the 16th inst., at 7 p.m., and is due here to-morrow, p.m.
The T.K.K. steamer *America Maru* left San Francisco for this port, via Honolulu, &c., on the 26th ult.
THE FRENCH MAIL.
The M.M. steamer *Amoy* will leave Saigon to-day for this port, and is due here on the 21st inst.
THE INDIAN MAIL.
The steamer *Gregory* leaves from Calcutta, left Singapore for this port on the 15th inst., p.m.
THE CANADIAN MAIL.
The C.P.R. steamer *Empress of China* left Vancouver on the 17th inst., p.m., for Hongkong, via the usual ports of call.
MERCHANT STEAMERS.
The N.Y.K. steamer *Kanagawa Maru* (European Line) left Shanghai for this port on the 15th inst., and is expected here to-day, at daylight.
The steamer *Girand* left Kobe for Hongkong direct on the 13th inst., at daylight, and is due here to-day, at daylight.
The C.C. steamer *Althol* left Moji on the 13th inst., and is due here to-day.
The C.N. steamer *Singhian* left Manila for this port on the 16th inst., and is expected here to-morrow, at daylight.
The C.P.R. steamer *Taylor* arrived at Shanghai at 7.30 a.m. on the 16th inst., and left again at 4 p.m. same day for Hongkong, where she is due to arrive at 5 p.m. to-morrow.
The C.N. steamer *Wuchow* left Hiohoo for this port on the 16th inst., and is expected here to-morrow, p.m.
The N.Y.K. steamer *Idzumi Maru* (Bosnia Line) left Shimonsaki for this port on the 15th inst., and is expected here on the 16th inst.
The E. & A. steamer *Endri* left Kobe on the 15th inst., and is due here on the 20th inst., a.m.
The P. & O. steamer *Murong* left Singapore for this port on the 15th inst., at 6 a.m.
The Ben Line steamer *Belvedere*, from Leith and London, left Singapore on the 16th inst. for this port.
The Glen Line steamer *Glengyle* left Singapore on the 16th inst., and is due here on the 21st inst., a.m.
The N.S.S. Co.'s steamer *Kanagawa Maru* (European Line) left Shanghai for this port on the 15th inst., and is expected here on the 22nd inst., a.m.
The N.Y.K. steamer *Kanagawa Maru* (European Line) left Singapore for this port on the 16th inst., and is expected here on the 22nd inst., a.m.
The E. & A. steamer *Australian* left Port Darwin on the 14th inst. for Manila and Hongkong.

NOTICES TO CONSIGNEES.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"FRANZ FERDINAND"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
This Vessel brings Cargo—
From Venice (x s.s. *Veneta*, and *Leda* transhipped at Trieste).
Optional Cargo will be discharged here unless notice to the contrary be given immediately.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the undersigned before Noon, on the 23rd of September, or they will not be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd of September will be subject to rent.
Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.
Hongkong, 16th September, 1903. [3]

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"SEYDLITZ"
OF THE NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 5 p.m., To-day, the 18th inst.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd September will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 23rd September, at 3.30 A.M.
All Claims must reach us before the 23rd September, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by NORDDEUTSCHER LLOYD. MELCHERS & CO., Agents.
Hongkong, 16th September, 1903. [5]

"BARBER" LINE OF STEAMERS.
S.S. "RICHMOND CASTLE,"
FROM NEW YORK.
CONSIGNEES of Cargo are hereby informed that all Goods have arrived by s.s. "Rubi" from Manila and are being landed at Consignees' risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 22nd inst., or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 3 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by LODWELL & CO., LIMITED, Agents.
Hongkong, 14th September, 1903. [2509]

NOTICE TO CONSIGNEES.

S.S. "RICHMOND CASTLE,"
FROM NEW YORK.
CONSIGNEES of Cargo are hereby informed that all Goods have arrived by s.s. "Rubi" from Manila and are being landed at Consignees' risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 22nd inst., or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 3 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by LODWELL & CO., LIMITED, Agents.
Hongkong, 14th September, 1903. [2509]

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"FREIBURG."
Captain Prosch, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.
This Steamer brings also the Hongkong Cargo from Bremen, Rotterdam and Antwerp, transhipped at Singapore ex s.s. "Brigavina."
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 14th inst.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 3 p.m.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 14th September, 1903. [2505]

OCEAN STEAMSHIP COMPANY, LIMITED.

AND THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"JASON"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 16th inst.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m., on the 22nd inst.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 22nd inst. will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 22nd inst., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 15th September, 1903. [10-12]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 2 p.m., To-day, the 16th inst.
Goods not cleared by the 22nd inst., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 16th September, 1903. [1]

"MOGUL" LINE OF STEAMERS.

S.S. "LENNOX."

FROM LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st inst., at 3 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.
Hongkong, 14th September, 1903. [2589]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 p.m., the 16th inst., will be landed at Consignees' risk and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.
Hongkong, 14th September, 1903. [2589]

STEAMSHIP "PETRACH" GENERAL AVERAGE.

NOTICE IS HEREBY GIVEN THAT ALL

Claims for Damage to Cargo by water,

when the "Petrach" was on fire at Shanghai,

13th May, 1903, must be submitted to the

Adjuster, Mr. E. H. HUTCHINSON (of the

Yangtze Insurance Association, Limited),

Shanghai, on or before 1st OCTOBER next,

after which date no Claim will be recognised.

SANDER, WIELER & CO., Agents.

Hongkong, 31st August, 1903. 2445

MUSIC.

RAPID Tuition given on the BANJO,

MANDOLIN, SPANISH GUITAR,

VIOLIN, &c. Terms moderate.

L. A. DE GRACA,

38, Peel Street, or

Care of Daily Press Office.

Hongkong, 11th August, 1903. [23]

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Hongkong, 14th February, 1903.

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JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,383 tons, Captain H. D. Jones.
S.S. "POWAN," 2,383 tons, Captain G. F. Morrison, R.N.R.
S.S. "FATSHAN," 2,383 tons, Captain A. W. Dixon.
S.S. "KATKOW," 2,383 tons, Captain C. V. Lloyd.
S.S. "KINSHAN," 2,383 tons, Captain J. J. Lossins.
Departures from Hongkong to Canton daily at about 7 a.m. and 10 a.m. (Sunday excepted) and
Departures from Canton to Hongkong daily at about 6 p.m. (Saturday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,988 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 1 p.m., as per special schedule. Sunday excepted.
Do. from Macao to Hongkong daily at about 7.30 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.
This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON, AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE

INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "NANNING," 560 tons, Captain B. D. Thomas.
S.S. "SAINAM," 588 tons, Captain B. Branch.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
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